



MINUTES

CMAQ Project Selection Committee

Thursday, March 26, 2015 2:00 p.m.
CMAP Offices

Committee Members Present: Ross Patronsky, Chair (CMAP), Mark Pitstick (RTA), Keith Privett (CDOT), William Rodeghier (Council of Mayors), Mike Rogers (IEPA) – via phone, Chris Schmidt (IDOT) Chris Snyder (Counties)

Staff Present: Patricia Berry, Kama Dobbs, Doug Ferguson

Others Present: Reggie Arkell, Bruce Carmitchel, Bruce Christensen, Rajeev Dahal, John Donovan, Peter Fahrenwald, Robert Greene, Terry Heffron, Janell Jensen – via phone, Sat Nagar, Brian Pigeon, Lorraine Snorden, Brian Stepp, Barbara Zubek

1.0 Call to Order

Committee Chairman Patronsky called the meeting to order at 2:02 p.m.

2.0 Agenda Changes and Announcements

Mr. Schmidt reported that the IDOT-led TDM project has been cut from the budget and will not be moving forward.

3.0 Approval of Minutes – February 19, 2015

On a motion by Mr. Pitstick and a second by Mr. Schmidt, the minutes of the February 19, 2015 meeting were approved as presented.

4.0 Program Monitoring

4.1 Programming Project Status Sheets

Ms. Dobbs reported that the recurring reports on the programming status of active and deferred projects and the line item changes since the last meeting of the Project Selection Committee were included in the meeting packet. Mr. Privett asked if deferred line items from past years that are completely obligated could be removed from the deferred line items report. Ms. Dobbs stated that staff will look into this action.

4.2 Obligation Goal

Ms. Dobbs reported that the Programming Summary and Obligation Goals table shows that through March 13, 2015 the region has already authorized \$83.9 million, which is 52% of the FFY 2015 obligation goal. Since that date, staff requested status updates on current year line items to be discussed with the next agenda item. As a part of those updates, authorizations were updated through March 23, and are now up to \$87.3 million, which is 54% of the goal. Just under \$75 million in additional authorizations are needed by Sept. 30 to meet the obligation goal for the year.

4.3 CMAQ APM for FFY 2015

Ms. Dobbs reported that staff prepared a new report, organizing line items by target letting or federal authorization date. That report indicated that CMAP had information for 22 line items, but targets were unknown for over 75 line items. Staff requested informal status updates for all active and deferred line items programmed in FFY 2015 from the planning liaisons, counties, IDOT, CDOT, Pace and Metra. Ms. Dobbs reported that as a result of the updates, eleven line items were identified as “not likely to be authorized this FFY”. Most are currently deferred, but a little over \$3 million is programmed in the TIP in FFY 15 for these line items. Because there are still a few months until pre-final plans are due for the November letting, staff recommends not reprogramming these line items until it is certain that they will not be authorized this year. Two line items, totaling \$873,000 were re-programmed in FFY 2016, and \$95,300 was released from a phase 2 engineering phase that is being completed using local funds, adding \$968,000 to the current year balance available for reinstatements or increases in the TIP.

Ms. Dobbs noted that information in the new report is similar to the regular line items report, with deferred line items are shown in italics. She explained that deferred line items with no obligations and a balance of zero have not demonstrated readiness and have not yet been reinstated and are therefore not included in the subtotals. The report shows that if all targets are made, an additional \$69.4 million in active and reinstated projects should be authorized in FFY 2015. There is another \$10 million in currently deferred line items that are moving forward toward a defined target date. Together that \$79.4 million would exceed the FFY 15 obligation goal. She added that there is also another \$24.2 million in projects that are programmed in the TIP this federal fiscal year and \$5 million in deferred line items that have unknown target dates at this time. The PSC agreed it will be necessary to carefully balance cost increases, reinstatements, and requests to move out year projects into the current year. There are currently not sufficient resources in the TIP to reinstate the \$10 million in deferred line items, however some of the \$24 million in line items with unknown targets currently in the TIP may not be authorized this year, which could accommodate the reinstatement of the \$10 million.

Ms. Dobbs stated that Programming and Management policies set “readiness” criteria which, except for construction, transit capital, and IDOT-sponsored line items, require locally executed agreements to be sent to Central Office for execution prior to making the reinstatement request. Waiting for the next PSC meeting may cause unnecessary delay in authorization. Staff is therefore proposing that, except for construction, reinstatement requests be required to be submitted when the

sponsor submits draft agreements to IDOT District 1. Those requests can then be brought to the PSC for action. If approved by the PSC, actual reinstatement of funds would not occur until the readiness milestone is met. For construction, the readiness criterion is submittal of pre-final plans, which occurs about 5 months prior to letting and 2 months prior to submittal of the draft agreement, which fits in with the established change request schedule which is based on the letting schedule.

She concluded that, based on funds available, current status, and the potential for changes in status, requests for increases due to updated estimates or actual bids, reinstatement of deferred line items, and requests to bring out year projects forward will continue to compete for limited programming availability and suggested that having a sense of the relative priority of each of these circumstances would assist staff with making recommendations to the committee if requests exceed available funds.

Mr. Privett stated that early notification of a sponsor's intent to request reinstatement of deferred funds makes sense. Mr. Snyder stated that draft agreements are a good indicator of intent. Ms. Dobbs added that early notification for projects processed through FTA would be submittal of an FTA grant application. In response to a question from Mr. Snyder, Ms. Dobbs explained that all deferred line items in the new report are shown in italics, even those that have had funds authorized. Mr. Snyder asked if the new report would be produced regularly, given that status of projects changes regularly. Ms. Dobbs noted the same status information is included on the regular line item reports and stated that staff continuously monitors status and could bring the new report to the committee when significant changes to a significant number of line items occur. Mr. Patronsky stated that the report draws attention to the ability to meet the obligation goal. Mr. Pitstick stated that bringing the report to the committee as-needed makes sense. Mr. Schmidt thanked staff for providing the new report and stated that it is easy to understand and provides a good overview for the committee.

Mr. Patronsky stated that staff had given some thought to the relative priority of requests for program changes and additional funding. Staff suggests that construction cost increases as a result of final engineering estimates should be given first priority because they are almost ready. Reinstatement of deferred phases would be second, since these are phases that are making progress. Cost increases due to higher than expected bids, or increases due to change orders would be third because the project sponsor committed to pay for additional costs when entering into agreements with IDOT. Finally, requests to move projects from out years into the current year should be last, as sponsors agreed to the schedule when the project was initially programmed. Mr. Patronsky added that the amount of changes that can be accommodated would also be a consideration. If a higher priority request could not be accommodated, but a lower priority request could, the lower priority should be considered. Mr. Snyder stated that it would be a case-by-case analysis. Mr. Pitstick stated that he understands why cost increases must be considered, but questioned why they should be the first priority. He stated there is no limit and sponsors can keep coming back to be rewarded for bad behavior. Mr. Privett suggested that for projects in out years requesting to move into the current year,

projects that had requested an earlier year in their application, but accepted programming in a later year due to available resources be considered prior to out year projects programmed in the year requested. Mr. Patronsky noted that decisions would continue to be made by a vote of the PSC, but staff recommendations would consider these priorities. Mr. Snyder stated that ready to go construction phases verses deferred engineering phases should be considered. Mr. Pitstick stated that construction phases always seem to need funding “now” and the committee is enabling the same behavior. Caution must be taken to assure that sufficient engineering phases are progressing so that we will Construction phases ready to go in the future. Mr. Schmidt asked if staff would be preparing a memo outlining priorities or if this discussion is to be continued. Mr. Patronsky stated the discussion will be documented in the minutes, but with no action taken, no policy changes are made that need to be documented. He added that if necessary due to lack of available funds, staff will document recommendations in the project change memo at the time it becomes necessary.

5.0 Project Changes

Ms. Dobbs reported that four projects requested cost changes or transfers for committee consideration. A summary of the impacts of the requests was included in the change memo. Based on the status updates discussed in the previous agenda item, an updated table was distributed. The updated table shows that should all four requests be approved, just over \$1 million would be available in the TIP in FFY 2015 for future change requests.

5.1 IDOT – IL 68/Dundee Rd. at S. Barrington Rd. (TIP ID 03-12-0001)

Ms. Dobbs described the sponsor’s request for a cost increase of \$58,000 federal (\$73,000 total) for Construction in FFY 2015 and a transfer of \$90,000 federal (\$112,000 total) of unused ROW funds from FFY 2014 to FFY 2015. In response to a question from Mr. Snyder, Ms. Dobbs explained that the ROW funds being transferred were not federally authorized and the programming change in the TIP would be reflected in the end of fiscal year carryover calculation. Mr. Snyder noted the request represents a true increase in construction cost. Mr. Snyder made a motion, seconded by Mayor Rodeghier, to approve the requested cost increase and transfer of funds. The motion carried.

5.2 Pace – I-90 Corridor Market Expansion (TIP ID 17-12-0001)

Ms. Dobbs described the sponsor’s request to transfer \$15.5 million in engineering and implementation funds programmed in FFY 2015 to the construction phase in FFY 2015. The total costs of the individual phases were also adjusted, resulting in no net increase in CMAQ funds and a net increase of \$380,000 in the total project cost. In response to a question from Mr. Pitstick, Ms. Snorden explained that the implementation funds for the service remain programmed in FFY 2017. Mr. Privett made a motion, seconded by Mr. Pitstick, to approve the requested transfer of CMAQ funds. The motion carried.

5.3 Pace – Milwaukee Ave. Arterial Bus Rapid Transit (TIP ID 17-14-0003)

Ms. Dobbs described the sponsor’s request to transfer \$410,000 federal from Phase 1 Engineering in FFY 2015 to Construction in FFY 2015. The total costs of individual

phases were also adjusted, and FTA section 5307 funds have been added to the project to offset the increased total cost. Ms. Snorden distributed information about the project, being branded as the Pulse Milwaukee Line. She stated the project is completing NEPA requirements at this time in cooperation with the FTA. When the NEPA work is complete, an FTA grant application for construction will be submitted. Mr. Arkell stated the project is being processed as a Categorical Exclusion. Mr. Patronsky requested additional information about ART and BRT projects, which Ms. Snorden provided after the meeting. Mr. Pitstick made a motion, seconded by Mr. Snyder, to approve the requested transfer of CMAQ funds. The motion carried.

5.4 Evanston – Dempster St. (TIP ID 02-12-0006)

Ms. Dobbs described the sponsor's request for a cost increase of \$230,000 federal for Construction and Construction Engineering in FFY 2015 due to higher than estimated bids. Mayor Rodeghier made a motion, seconded by Mr. Schmidt, to approve the requested cost increase. The motion carried.

5.5 Administrative Modifications

Ms. Dobbs reported that no administrative modifications were requested since the committee's last meeting.

6.0 FFY 2016-2020 CMAQ/FFY 2015-2016 TAP Program Development

Mr. Ferguson reported on the number of project applications received and the total funding requested. He stated that individual applications are posted on the CMAQ Program Development web page. Staff has started the analysis of projects and may be contacting sponsors with follow-up questions over the next several weeks. Staff analysis is expected to be complete in May. Results of the analysis will be provided to the focus groups for their input on their individual areas of expertise. Staff will use the analysis results and focus group input to develop a staff recommended program to be presented to the PSC for action at their June meeting. He noted that analysis results will be posted for early review.

Mr. Snyder noted that only the 55 applications for bicycle facilities would be considered for TAP funding, and that with only \$16 million in TAP funds available, these projects could be funded using TAP or CMAQ funds. Mr. Patronsky asked if any of the Access to Transit applications included elements that would be considered for TAP funding. Mr. Ferguson stated that a full review is not complete, but he does not think at this time that any would be, particularly because one goal of the TAP program is to complete the Greenways & Trails plan.

Mr. Snyder asked for clarification of the action expected by the PSC in June. Mr. Ferguson stated the PSC would be asked to forward a recommended program to the Transportation Committee, who would consider releasing the program for public comment at their meeting in July. Mr. Snyder asked what the procedure would be if the committee could not complete deliberations at the June meeting. Mr. Privett stated that presumably another meeting would be scheduled. Staff confirmed this approach. In response to a question from Mr. Snyder, Mr. Ferguson reiterated that the roll of the focus groups would be to provide expertise and input on the analysis to inform the staff

rankings. Mr. Schmidt asked if the detailed ranking factors would be a part of the presentation of the staff recommendation. Mr. Ferguson stated the format of the recommendation is unknown at this time. Mr. Schmidt stated that the rankings should provide good and easy to understand information that would be helpful to have.

7.0 MAP-21

Mr. Patronskey stated, and Mr. Donovan and Mr. Arkell agreed, that no new information pertaining to the CMAQ program has been issued.

8.0 Other Business

Mr. Patronskey stated that at the last meeting he reported on the status of the US EPA proposal to update the air quality standard for ground-level ozone and the release of PM designations. The comment period for the ozone standard proposal has closed. Mr. Snyder asked if the "unclassified" PM designation will affect the region's CMAQ mark for the current program development cycle. Mr. Patronskey stated that at this time, the region is still defined as being in maintenance of the 1997 standard. He stated when a new standard is adopted, the old standard is typically revoked, and that the adoption process for the new standard would likely take at least a year. Therefore, the new program will be adopted before the new standard.

Mr. Privett announced that utility work has begun for the Washington/Wabash station project and invited members to go by the site to see this CMAQ project being implemented. He also announced that the parking lot on Jackson between Canal and Clinton has been closed, permits are expected to be received this month and that mobilization for the Union Station project is expected to start in April. A ribbon cutting ceremony for the Bloomingdale Trail, aka the 606, is tentatively scheduled for June 6, the same day as the scheduled ribbon cutting for the Cal-Sag trail, another project partially funded through CMAQ.

9.0 Public Comment

None.

10.0 Next Meeting

The committee's next meeting is scheduled for June 25, 2015 at 2:00 p.m.

11.0 Adjournment

On a motion by Mr. Schmidt, and a second by Mayor Rodeghier, the meeting adjourned at 2:55 p.m.